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MARITIME STRATEGY MEETING

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Wednesday, December 14, 2011

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Coastline Convention and Event Center

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Wilmington, North Carolina

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5:59 P.M. to 7:04 P.M.

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ASHLEY E. FALLER, COURT REPORTER

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1 MARITIME STRATEGY MEETING
2 BY RACHEL VANDERBURG:
3 Good evening. My name is Rachel Vanderburg.
4 I'm with AECOM. I'm the leader of the consultant
5 team working with the state of North Carolina to
6 develop a Maritime Strategy for the state. I'm
7 working in partnership, AECOM and URS along with
8 Eydo, for public outreach. That's who you met at
9 the table as you checked in. I really appreciate
10 you taking the time to come out here tonight. I
11 have a relatively brief presentation. I'm going to
12 try to keep it shorter tonight on the status of the
13 study, what our goals are and where we are in our
14 preliminary analysis. And then we're going to open
15 it up for your comments and questions, and Garold
16 Smith will stand up after I'm done to give
17 instructions on how that's going to work. So if you

18 have any questions about the study, my presentation,
19 you can -- we can include you on the list to make
20 comments and questions at the end of the
21 presentation. We have plenty of room. Garold has
22 the sign-in sheets here if you have not yet signed
23 in and you would like to do so.

24 So the goal of the North Carolina Maritime
25 Strategy is to examine the role of North Carolina

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1 ports in enhancing and sustaining the state economy.
2 And, also, how to see how that connection can be
3 strengthened. So ultimately, the study aims to
4 present a menu of opportunities for the state to
5 make focused investments that would make the ports
6 more effective or more connected to the economy as a
7 whole.

8 The Maritime Strategy is really an outcome of
9 the Governor's Logistic Task Force which recommended
10 a focused look be made at North Carolina ports. So
11 we're coordinating the effort with that task force
12 as well as with the 7 Portal Study that is underway.
13 And with the issuance of the Governor's Executive
14 Order 99, we're also incorporating that directive
15 into our effort to look at port uses that are not

16 incompatible with the major economic drivers in the
17 surrounding community.

18 So I hope you've had some time to look at the
19 boards outside. The Maritime Study scope, as I
20 said, is to look at the state's position and the
21 global economy and see what role the ports have.
22 And, also, a really important key is to listen to
23 the various stakeholders in the industry, the
24 transportation providers and the community in
25 general and incorporate that into our study. And

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1 then to identify specific strategies that could
2 optimize the benefit of safe investments in and
3 around the port. And not just limited to the port
4 facilities themselves, but looking at road and rail
5 connections and inlet facilities.

6 Efforts was begun in May of 2011. We kicked
7 off the study with a goal of having a final report
8 out in February of 2012. Right now we're in the
9 process of defining and evaluating alternatives that
10 would be included as part of our preliminary
11 recommendation.

12 So as you know, your role today is to learn a

13 little bit more about the study and please do ask
14 questions and provide your input. You can do that
15 verbally or in written form. Either one is fine and
16 will be handled in the same way.

17 So now let me tell you a little bit about the
18 work that's been done to date. We started off with
19 an extensive amount of data collection and
20 evaluation. More than a hundred documents and
21 reports have been reviewed to sift through and find
22 things that are relevant. So we build off the
23 records, but also to take a critical eye and fresh
24 look and examine those things that need to be
25 updated or need to be validated.

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1 We obtained a global import/export forecast
2 from IHS Global Insight who is an expert in this
3 kind of work, and are using that along with some
4 baseline information to develop the forecast. We've
5 also been examining the infrastructure within and
6 around the state using a very comprehensive GIS
7 analysis of highway capacity, rail capacity. And,
8 also, taking our own look at the capacity available
9 within the ports themselves.

10 We recognize that the cost to shippers are

11 really the important aspect of choosing a port and
12 providing the cost-effective solution. So we've
13 worked hard to develop a cost model that examines
14 the relationship between shipper locations and the
15 ports they use to see how costs could be reduced.

16 We've also taken a lot of diverse input from
17 stakeholders as a part of our study. And this is a
18 real key element of the Maritime Strategy, this
19 industry and stakeholder output. We've met with a
20 variety of stakeholders either through industry
21 workshops with focused leaders in the industry and,
22 also, through conversations with various groups
23 throughout the state with various types of
24 interests. And public workshops like tonight are
25 also ongoing.

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1 So here's a quick summary of the stakeholder
2 input. Jobs and economic growth balanced with
3 environmental protection are really the top
4 concerns. As I mentioned, in looking at the
5 analysis we're doing, land side costs are really key
6 to making sure North Carolina ports can effectively
7 and cost-effectively serve the shippers within and

8 around the state.

9 We've also heard from the stakeholder
10 interviews that it's really important to attract
11 ocean carriers to North Carolina in order to provide
12 competitive service. If the ships aren't coming
13 here, if the facilities can't accommodate them, then
14 they're not available for North Carolina shippers.

15 We've heard some very specific opportunities
16 that we've been examining as part of the study as
17 well including refrigerated storage. The ability to
18 provide -- accommodate roll-on/roll-off and
19 oversized cargo. And, also, an opportunity to take
20 advantage of the state's unique position in handling
21 bulk products like wood pellets and grain.

22 One thing that is really core to the study and
23 is highlighted by these discussions is the
24 importance of integrating a strategy that includes
25 commerce, transportation and military and bringing

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1 all these interests together into an integrated
2 strategy.

3 So a quick overview of North Carolina ports
4 based on the capacity analysis, and you saw some of
5 the pie charts outside, there is some available

6 capacity for North Carolina ports to grow, but with
7 some limitations. There's a strength in
8 non-containerized bulk, breakbulk cargo here that's
9 unique in the region. The port has really the
10 lowest port cost among its regional competitors.
11 But that can often be offset by land side cost or
12 the distance to open ocean, which is 26 miles here
13 in Wilmington and clearly less at 4 in Morehead
14 City. An important aspect in consideration is that
15 Wilmington and Morehead City are both strategic
16 military ports. And we want to make sure that's
17 kept in mind in our recommendation.

18 As input strategy we looked at the volumes and
19 capacities of North Carolina ports. At Morehead
20 City, phosphate and sulphur represent more than 80
21 percent of the total volume at that port. It's
22 important we keep that in mind and support that
23 ongoing business.

24 At the Port of Wilmington, in contrast, grain
25 and wood products represent 80 percent of the 2010

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1 tonnages. And the available capacity for these
2 types of cargos is actually the most limited based

3 on the existing terminal space. The Port of
4 Wilmington also handles containerized goods and with
5 the 2010 volumes at about 250,000 20-foot equivalent
6 units. There's a little bit less than 50 percent
7 capacity available for growth.

8 Looking -- taking a step back from the ports,
9 we've also looked at where North Carolina ports and
10 the state sits with respect to the region. This
11 graph illustrates the regional demand versus
12 capacity. We considered the users of North Carolina
13 ports and the ports used by North Carolina shippers
14 including those in Virginia, in North Carolina
15 itself, South Carolina, Georgia and even Florida.
16 So looking at this graph based on forecasted growth,
17 we have a high level growth forecast at three
18 percent and five percent for container volumes in
19 the region. This low line represents the existing
20 container capacity. And the next one, two, three,
21 four lines represent the addition of several planned
22 and proposed port facilities, container facilities
23 within the region. The first being, listed up here
24 the Hanjin Terminal in Jacksonville, Florida, and
25 the addition of the Charleston Navy Base and then

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1 Craney Island in Norfolk. And then the highest line
2 here would be the addition of the Jasper Terminal.
3 Out of these, the bottom two lines are actually in
4 the planning and construction process. The others
5 are more speculative.

6 We took a similar look at regional bulk
7 capacity and demand. And you can see the graph
8 here. This is somewhat of a simplification because
9 it doesn't really recognize that bulk facilities are
10 often specialized and they may or may not be in
11 locations that provide a cost-effective solution for
12 shippers. So as we go forward, we'll be looking at
13 those opportunities specifically.

14 For regional breakbulk capacity demand you can
15 see on this chart, there's some appearance that
16 there is plenty of capacity. Again, it takes a
17 simplified view. Breakbulk facilities are very
18 flexible and can be used for many products, but may
19 not be able to handle heavy loads or have some
20 specialized equipment needed for specific cargo.

21 Here for regional Ro-Ro capacity you can see
22 that under high scenarios that there is an
23 anticipation of a shortage of this kind of capacity
24 within the region. So from this information,
25 talking with the industry, looking at the existing

1 economic drivers in North Carolina, we've developed
2 a series of common areas that are particularly
3 promising at this point, and have these preliminary
4 growth forecasts here for several of them. Grain
5 and soybeans are one. You can see on this chart in
6 each case, the blue is the existing kind of baseline
7 growth forecast based on regional growth. There's
8 an opportunity in this case to divert some cargo if
9 you can reduce the cost to bring goods to port. And
10 then in this case, if we can provide some
11 specialized facilities, bulk handling and facilities
12 specific to grain, there's an opportunity really to
13 capture a significant growth in the market and
14 actually grow the opportunities for exports in North
15 Carolina.

16 We've looked at a couple of potential sites to
17 support grain facilities. One here in Wilmington,
18 shown here in this location, and another option on
19 Radio Island in Morehead City.

20 Containerized goods is another important focus for
21 North Carolina. We've heard it's important to have
22 the containers here, the import containers here so
23 those containers are available for export through
24 North Carolina shippers. Looking at opportunities

25 to bring more container traffic and make this

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1 available to shippers, we think there's an
2 opportunity if we lower the land side cost to
3 enhance this business in North Carolina.

4 One element of this is refrigerated goods.
5 This was a clear cry from the shipping community
6 that they are interested in seeing more facilities
7 that can support refrigerated cargo. And we think
8 that there's an opportunity for growth here.

9 In order to support the growth of container
10 volumes, we looked at several opportunities or
11 options for a -- to expand or build a new container
12 port. So we've basically created some high-level
13 criteria to examine statewide where a deep-water
14 port might be supported, whether it had suitability
15 on the water side and on the land side. From a
16 high-level screening we identified six feasible
17 sites. After further examination of water access,
18 we have eliminated two of those sites from
19 consideration and are now evaluating the others in
20 terms of their comparative benefit and cost and
21 environmental impact. It's important to know that
22 we are not doing an environment-impact analysis per

23 se, but are looking at these in a comparative
24 fashion.

25 So from this first tier and second tier

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1 analysis, we now have four sites that are identified
2 as potential and are being further evaluated for
3 their relative benefits. And the locations include
4 Radio Island, here on the left, the existing Port of
5 Wilmington. Right now I think this shapes the
6 entire length of the port, but it would only be a
7 portion of that. There's a site across the river on
8 River Road Southeast. And then the Southport site
9 down here at the bottom.

10 What we're doing now is examining each of these.
11 What kinds of investments would need to be made for
12 them and then compare that with the forecast for
13 container traffic to identify the potential feasible
14 range of options.

15 Looking on to some other opportunities we've
16 examined wood products. This is something that
17 would really build upon an existing strength in
18 North Carolina and we think there's opportunity for
19 growth.

20 Another area is Ro-Ro and oversized cargo.
21 This would include support of local manufacturers
22 that have the potential to hire and buy services
23 locally and support the North Carolina economy and
24 would support industries like companies like Spirit
25 Air up at Global Transpark and Caterpillar who also

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1 has a need to export their product. And it can be
2 very expensive to take this kind of heavy good or
3 oversized good across many miles of highway.

4 I mention that we want to make sure that we
5 look at the core existing business of the North
6 Carolina ports. And we'll make sure that they
7 include chemicals and phosphates which are a strong
8 core business in future analysis.

9 Military cargo is not a commercial driver, but
10 it's important to consider how we can integrate the
11 needs of the military community into port
12 facilities. Ro-Ro and oversized are very
13 complementary to this kind of cargo.

14 As I mentioned, the study extends beyond the
15 port facilities themselves and we've been looking at
16 the road and rail connections and inland needs at
17 various freight facilities around the state. So

18 we've identified some transportation challenges and
19 opportunities that we're examining now. Improving
20 water, road and rail access are all kind of the
21 types of the things we're examining. From the
22 highway side we're looking at gaps in the
23 interstates that may be closed and specific
24 connections to facilities that could enhance
25 economic opportunity and increased import/export in

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1 North Carolina.

2 On the railroad side we've been looking at
3 ways that we might induce more freight rail service
4 by greater volumes in and out of North Carolina
5 ports. And, also, looking at specific improvements
6 to port -- at port/rail connection.

7 On the water side, we've been examining
8 dredging alternatives to deepen the Cape Fear
9 Channel above its 42-foot depth. And what kind of
10 incremental depths might be beneficial. And, also,
11 looking at the S-turn configuration and the turning
12 basins. We're also looking at similar deepening at
13 Morehead City. So the next steps in the study will
14 be to quantify the investments that can reduce

15 transport costs for North Carolina shippers and to
16 turn that into shipper cost savings that will
17 translate into economic benefit and growth. We also
18 will be aligning these strategies with other North
19 Carolina initiatives by working, for example, with
20 the Logistic Task Force and other elements and
21 develop evaluation measures that can support the
22 state in determining which of these strategies and
23 scenarios would -- they would like to advance.

24 So we are providing information on a regular
25 basis on our website. So if you have questions, and

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1 this presentation will be posted there, feel free to
2 visit the website and make comments there as well,
3 and notice of future meetings will be included. The
4 website is ncmaritimestudy.com. And I think it's
5 also on the back of the brochure. So I'm going to
6 turn it over to Garold and we can then open it up to
7 public comments.

8 BY GAROLD SMITH:

9 Good evening. I want to just thank you all
10 for being out here tonight. We appreciate the good
11 turnout and the opportunity to hear from you all and
12 get some feedback on the work being done with the

13 Maritime Strategy process. Just wanted to lay a few
14 ground rules here, I know we all want to provide
15 each other the opportunity to speak. So first of
16 all, just wanted to make sure we understand there
17 may be some diverse opinions in the room. Not
18 everybody's going to agree, but if we could be
19 respectful of different opinions and just let each
20 person speak and give their comment, I think it will
21 probably make for a more constructive meeting and we
22 will be able to record the comments.

23 We do have a court reporter here tonight. So
24 all the comments made tonight will be part of the
25 public record. If you did not sign up to speak and

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1 you still wanted to leave a comment, you could do
2 that by filling out a comment form and placing it in
3 the box. And as Rachel mentioned, on the website we
4 also have an e-mail address and you can submit your
5 comments that way.

6 We had a sign-in sheet when you came into the
7 meeting tonight, and if you would like to make a
8 public comment, you would sign up on here. If you
9 did not have an opportunity to sign up, you can do

10 that. And once we have heard all the comments from
11 the folks that are signed up on here, we'll open it
12 up for anyone who has an additional comment that has
13 not been stated.

14 The way it's going to work tonight is we have
15 three minutes. Each speaker will have three
16 minutes. So I will call a name, and either myself
17 or Chris will give you a microphone and at that
18 point the timer will start. And then Steffanie will
19 hold up a sign that says one minute, and Chris or I
20 may just say one minute remaining just so you'll
21 know. And then when the timer goes off, Steffanie
22 will hold a sign that says stop. When the one
23 minute sign is held up, you may want to start sort
24 of wrapping up your comments, and then when it says
25 stop, if you could conclude, that way we can make

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1 sure that everybody who signed up has had an
2 opportunity to speak.

3 If you're unable to complete your comment, or
4 you would like to submit your comment in writing,
5 feel free to hand that to any of us on the staff,
6 and we'll include it in the comment box. And if you
7 do have a question during your comment period, feel

8 free to ask it, but we would ask that if the
9 question turns into more of a conversation, if you
10 could hold those questions until after the meeting,
11 we'll be happy to have you talk with staff to answer
12 those questions. So with that, I'd like to open the
13 formal comment period. Once I call your name and
14 give you the microphone, if you can stand and state
15 your name and your address for the court reporter.

16 So I have Donny Robinson; is that correct?
17 Ronnie? And Mr. Robinson will be followed by
18 William High.

19 BY RONNIE ROBINSON:

20 My name is Ronnie Robinson, I'm with ILA Local
21 1426. I am in favor of the port. I've been in this
22 area for 40 years and I know that the area was very
23 woody on 211 and in Southport. The economic growth
24 in this area would be tremendously great for
25 everyone. That's not important for the state. What

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1 I have noticed in listening and have done my
2 research and watching the area comments about this
3 port, it would be very economic, cost-wise, for us
4 to have the port. There would be jobs for each and

5 everyone. As the port gets deep, we can bring the
6 entertainment shipping companies to our areas, where
7 they will have jobs for everyone. I looked at the
8 taxi cabs, all the other areas we're benefitting.
9 Before these other communities come in this area,
10 there was no form of economic development in
11 Brunswick County. As a native of Florida, I have
12 seen the growth of Brunswick County over the last 40
13 years. As I said before I am in favor for the port
14 to come to Southport.

15 (APPLAUSE)

16 GAROLD SMITH: William High. Mr. High
17 will be followed by Joe Dunton.

18 BY WILLIAM HIGH:

19 Hi. My name is William High. I'm a member of
20 Local 142 and I am a third generation longshoreman.
21 The port has been important to my family for three
22 generations. Thank you.

23 (APPLAUSE)

24 GAROLD SMITH: Joe Dunton will be
25 followed by Lorrie Rutledge.

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1 BY JOE DUNTON:

2 Thank you. I've been involved in this town

3 for 29 years in the film industry in North Carolina.
4 I support the whole port project. And it's a
5 no-brainer to have the port support for containers
6 and whatever, however you want to say that.

7 I think my push would be from the
8 entertainment industry side, from the cruise line
9 side, that we have an airport that would get jumbo
10 jets out of that port. We have a customs area that
11 we can do immigration and passports for Europe. And
12 we have cruise lines from Europe. If we make an
13 artistic looking container service, it would mean
14 something, a piece of cultural heritage for this
15 town. We must make a cultural area for this town.
16 This town has forever been a port city. It's called
17 the Port City. I don't know how many of you know,
18 but it used to be called Little Liverpool, because
19 people used to come from Liverpool to here and bring
20 cobblestones. So we have a big tie to Europe as the
21 Port City, it's a very famous port city. We have a
22 tourist industry that is second to none. From a
23 film point of view, it gives us a selling point from
24 tour boats. And we're in the middle of Florida --
25 from Florida to New York. We're in the middle of

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1 that for tour boat expeditions, if you will.

2 So I think it's a no-brainer. We have to
3 think sideways between a port city for bulk and a
4 port city for entertainment that we make. And we
5 can make it, and we can make it incredibly good. So
6 we're making work for more people second to none.
7 Nothing -- what we are proposing here is a tiny
8 amount of people really to make work for. We have a
9 work-based UNC community college that can train
10 anybody to work here in our new business of
11 tourism-industry business. I think that's it.
12 Thank you. Please support it. Don't think of it as
13 a container cell, just it's Wilmington city, the
14 Port City is important, the town is important, and
15 the people in this town. And you're right, we have
16 generations of people in this town. Very rare in
17 America we have generations of people in one place.
18 Thank you very much.

19 (APPLAUSE)

20 GAROLD SMITH: Lorrie Rutledge is
21 followed by Kenneth Evans.

22 BY LORRIE RUTLEDGE:

23 Good evening. My name is Lorrie Rutledge and
24 I want to first say I'm so glad to be here. I just
25 relocated here from Detroit, Michigan. And I wanted

1 to acknowledge what we have from Yes Port, North
2 Carolina. We have gathered 32 resolutions as of
3 last night in support of the NCIT feasibility study.
4 And that represents 13 percent of the state of North
5 Carolina that would like to see the NCIT feasibility
6 study conducted. Thank you.

7 (APPLAUSE)

8 Also, I want to say thank you to the two No
9 Port/Southport gentlemen that I spoke to earlier.
10 Your conversation was very informative. I
11 appreciate the information you gave me.

12 GAROLD SMITH: Kenneth Evans followed by
13 Greg Washington.

14 BY KENNETH EVANS:

15 Good evening. My name is Kenneth Evans. I'm
16 the chairman of Local 14- -- executive chairman for
17 Local 1426. I want to talk about the educational
18 part of it. We need to educate the public more
19 about what this project can mean. Not only to this
20 area, but to the state as a whole. So that's why
21 we're here tonight, to help assist you all in
22 educating the public in what this project can mean
23 in forms of jobs, better infrastructure, improved
24 highways, improved roads. And I just want to say

25 that I support the port because the port supports

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1 me. I support the port because the port supports my
2 family. I support the port because the port
3 supports my community. Thank you.

4 (APPLAUSE)

5 GAROLD SMITH: Greg Washington.
6 Mr. Washington will be followed by William Freeman.

7 BY GREG WASHINGTON:

8 Good afternoon, everybody. My name is Greg
9 Washington. I can tell you that I'm the president
10 of the National Longshoremen's Association located
11 here in Wilmington. But I want to say I'm a
12 taxpaying citizen of North Carolina that cares about
13 the economic development in North Carolina.

14 My son just went to college, and I'm afraid
15 when he gets out of college, he's not going to be
16 able to have a job anywhere. Our nation is
17 suffering from deficit, unemployment, a whole lot of
18 other things that we need. This port is more than
19 just making jobs for me and the guys that represent
20 the local. I travel all over the southeastern
21 United States, and I've visited the ports. And I

22 saw what the economic impact the port can bring to a
23 town. The jobs it can bring to a town. The jobs,
24 the businesses that it can create is just unlimited.
25 And for us to turn a deaf ear to it is just

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1 ridiculous.

2 I seen when they got ready to do I-40, it took
3 us 20 years to decide to put a road in that we knew
4 we needed right at the very beginning. Twenty (20)
5 years. We ended up getting that road. Cost us ten
6 times what it would have cost us if we had done it
7 when we first conceived it. But, look, I-40 which
8 is one of the best traveled roads in North Carolina
9 to California.

10 So I say to the people here that have children
11 and children that's having children, you need to
12 prepare something for them. You need to have
13 something here. That port is probably one of the
14 biggest providers that we can hope for. And then
15 I'm going to say this last thing and I'm going to
16 close.

17 On my way down here, I passed downtown and I saw
18 the film industry filming. And I remember what they
19 were trying to do to the film industry here. And I

20 said, wow. What if we would have said no to that
21 because it inconveniences a lot of people here. I
22 hate that I have to go around the block. I hate not
23 having nowhere to park. All the inconvenience that
24 it caused me, but look what it's doing for everybody
25 else. It's about the many of us, not the few of us.

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1 Thank you.

2 (APPLAUSE)

3 GAROLD SMITH: William Freeman. Okay.

4 Bashir El-Amin. Bashir El-Amin will be followed by
5 Andy Koeppe.

6 BY BASHIR EL-AMIN:

7 My name is Bashir El-Amin. I'm a
8 longshoreman. Born here in Wilmington Community
9 Hospital in 1945, January 13th. Some of you say he
10 old, that's right, I am. I'm also a member of ILA
11 1426. ILA 1426 has been very good for me. But I
12 know that not only the waterfront and the port has
13 been good for me, it's been good for a lot of
14 people. All these people it's been good for don't
15 work on the docks. Because these jobs create jobs
16 outside of the dock, some of them have the tendency

17 to think they're okay. Or some of them have the
18 tendency to think that they don't want this. It's
19 not a matter of want. We in the position of need.

20 If we can do everything we can to oppose a
21 port that's going to produce thousands of jobs, we
22 can be doing good one day and the next day we be
23 doing bad. And just like Greg said, our president
24 said, you know, I'm old and I've seen a lot of
25 things opposed in Wilmington to try to keep it

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1 small. And the same thing they trying to do to
2 Southport, trying to keep it small.

3 But we got to realize one thing, in a growth
4 process everything is going to get larger. Today we
5 don't want to use a cell phone, some of us say, what
6 did you do before the cell phone? You didn't have
7 one, but it wasn't as fast as it is now. Time is
8 constantly moving. It's not going backwards.

9 This is going to produce thousands of jobs all
10 around the state and it would help us because right
11 now we don't have any idea how large North Carolina
12 is. I was asked earlier, how do we rank as far as
13 the number in population of North Carolina? Young
14 man told me, said probably right in the middle of

15 the 50 states. No. North Carolina is a top ten --
16 in the top ten of the states in growth. And they
17 constantly growing faster. So how do we stop that?
18 What can we do? Why do we put up roadblocks to stop
19 growth? Is it to try to stop somebody else? We
20 cannot stop the growth of everyone. So we got to
21 look at this a little better than just what it's
22 going to do for me. But you got to support this if
23 you a human being. I support the port. Thank you.
24 (APPLAUSE)

25 GAROLD SMITH: Andy Koeppel followed by

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1 Wayne Richardson.
2 BY ANDY KOEPPEL:
3 I appreciate the excellent words that you
4 said. That being said, I want to speak about a few
5 things that haven't been mentioned yet tonight.
6 First of all, we need to recognize that the Panama
7 Canal right now is being expanded. That expansion
8 is going to be completed in the year 2014. It's
9 going to be substantial -- I emphasize substantial
10 ocean crane size ships passing through there coming
11 to the Atlantic Coast. And if we have one of the

12 best, most sought after port facilities along the
13 Atlantic Coast, we're going to get the benefits of
14 that additional ocean freight.

15 But in addition to that, we need to look a
16 little bit more thoroughly about the transportation
17 situation. How many people in this room have any
18 recognition of how much ocean freight we are losing
19 each and every year to the Port of Charleston
20 because of the fact that there is an interstate
21 between Charlotte and Charleston. Charlotte is our
22 largest city, and yet they're being forced to send
23 their freight to another state rather than to us
24 right here. For the better part of the last 15
25 years, I've been working very hard to get an

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1 interstate highway connection between Wilmington and
2 Charlotte.

3 And the good news is part of that is
4 completed. A few years back, we created the
5 Rockingham bypass. Next month I'm very proud to say
6 they're coming over 485 the loop road around the
7 Charlotte. They're going to begin construction on
8 the Union County bypass, parallel to U.S. 74 in that
9 area which is called Independence Boulevard. That's

10 going to eventually be extended as far to the east
11 as Marshville. Actually, that's being done by the
12 Turnpike Authority rather than North Carolina
13 Department of Transportation.

14 I need the help of other people to help me
15 lobby the Turnpike Authority so they can do the next
16 logical missing link between Marshville and the
17 bypass which goes through Henderson County and past
18 Waynesboro. It's 38 miles of road transportation
19 improvement on 4441. About a half dozen years ago,
20 it was 38 miles of closed land acquisition, and that
21 38 miles stretch of road at a cost of 390 million
22 dollars.

23 If we can put an interstate shield along over
24 around the Union County bypass, the federal
25 government will pay 80 percent of the cost. And we

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1 can make that highway relatively soon. Then we need
2 to -- ten miles of road through Scotland County
3 which will give us an interstate connection between
4 Charlotte and Interstate 95. And then we can take
5 74/76 into towards Brunswick County.

6 In addition, we have to look at the railroad

7 situation. It's 38 miles of railroad line that was
8 tore up in 1985 between Caswell Beach and Wallace.
9 We're losing traffic to the Port of Norfolk to
10 places like Rocky Mount and Goldsboro. That needs
11 to be done also. So please support the port. Give
12 it the necessary transportation attention and thank
13 you very much.

14 (APPLAUSE)

15 GAROLD SMITH: Wayne Richardson will be
16 followed by Patrick Smith.

17 BY WAYNE RICHARDSON:

18 My name is Wayne Richardson and I've worked
19 with the longshoremen for over 25 plus years. My
20 dad was a longshoreman currently and he worked at
21 the waterfront years ago and he is still working.
22 He has done over 60 years on the port. And it's
23 very simple in my household because I know the good
24 things the port can do. I come from a family of
25 ten. I'm the last one. Through the waterfront, my

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1 dad was able to educate the entire family through
2 high school and college. I don't know of another
3 industry that can do those kinds of things.

4 It's a great opportunity for the state of

5 North Carolina and hopefully you don't let it slip
6 by, because I can remember some time ago in the '80s
7 when the port should have been making an investment
8 then to expand upon our ports, we missed that
9 opportunity. And as Greg said, we have a chance to
10 travel back and forth on the southeastern border and
11 I can tell you, Charleston and Norfolk, if there's
12 some land they can access to help the port and
13 develop it, they're on it. And it's just too many
14 times that North Carolina let these opportunities
15 pass by. So I hope that we get the necessary
16 information to get where we need to go to make this
17 project work. I support the Ports Authority because
18 the port has supported my family. Thank you.

19 (APPLAUSE)

20 GAROLD SMITH: Patrick Smith will be
21 followed by William Freeman.

22 BY PATRICK SMITH:

23 Good afternoon. My name is Patrick Smith.
24 I'm a member of the Legion out of Southport. I'm
25 born and raised in Brunswick County, graduated from

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1 high school there. Lived in Fayetteville, went to

2 school in Greenville. Lived and worked in Charlotte
3 for a number of years. But mainly when you look at
4 our state overall -- you look at when the lottery
5 was initiated. It took North Carolina over ten
6 years to follow their own law. And all those years
7 we've had North Carolinians crossing the state line
8 to Virginia to play the lottery. Losing money for
9 our state. We play catchup with Virginia. Then
10 South Carolina got online with the lottery. I think
11 it was estimated we lost three quarter of a million
12 dollars between those two states. So finally we got
13 a lottery. We played catchup. That's revenue --
14 the money -- that money is gone forever. But unlike
15 the lottery, if we miss an opportunity to do that
16 and we miss out on a billion dollars in total
17 revenue. If we don't allow this port to pass, then
18 we -- the further we are falling behind in the
19 maritime industry. The Panama Canal is expanding.
20 With where we are right now, the port's behind on
21 jobs, but with our new terminal, we can close the
22 gap. And when you think of the opposition, you
23 think of Southport that are opposing this port, the
24 small communities. I think in October there was six
25 of them. Southport, Caswell Beach, Oak Island,

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1 these guys, roughly over 12,000 people, are opposing
2 this terminal. And you know they're going to try to
3 shut down an opportunity that could benefit millions
4 of people of the population. And I hope we don't
5 let that happen.

6 And, again, if you want to get a history,
7 these guys tried to keep CPL outside. Of course,
8 CPL is the largest importer in the world. What
9 would it be like without those guys? And Southport,
10 they fought to keep it out. And here they are now,
11 the same fight, trying to keep this port out.
12 Trying to keep progress away from us. And I hope we
13 stand and keep coming back. Support is a great
14 thing. Thank you.

15 (APPLAUSE)

16 GAROLD SMITH: William Freeman will be
17 followed by Jonnie Sharp.

18 BY WILLIAM FREEMAN:

19 My name is William Freeman. I've been on the
20 waterfront longer than I'd like to admit I guess,
21 almost 50 years. But I don't want to be remembered
22 as saying the same thing. You know I'm in favor of
23 the port. What I want to say is what we could do to
24 improve the situation, someone asked me that when I
25 was in the lobby. And I said I think we can do a

1 better job of educating the public about what the
2 port is doing and what its impact is.

3 A lot of the people in the area don't know
4 that they can go down and visit the port. They have
5 guided tours out there, and a lot of people don't
6 know that. I've been down there for a while. And
7 my wife I don't think ever went down there. I've
8 been married 37 years. So I think we can do a
9 better job of educating the public about what the
10 port is and what it's doing and what its impact is
11 on us. So that's the gist of my statement. You
12 know I support the port all the way. Thank you very
13 much.

14 (APPLAUSE)

15 GAROLD SMITH: Jonnie Sharp followed by
16 Justin Smith.

17 BY JONNIE SHARP:

18 Hi. My name is Jonnie Sharp and I have a
19 small startup economic development committee in
20 Wilmington doing basically social entrepreneurship
21 for People, Plans, Profit. But one of the big
22 things we look at is sustainability with the
23 economics being a big part of that, but we're

24 looking very broadly globally as well and looking at
25 what's going on in the global financial markets and

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1 things that have disrupted our economy and recently
2 such as Japan and, you know, the nuclear accident
3 and things like that. And just concerned that
4 something like a port can be very forward looking in
5 terms of what the industries are because industries
6 are changing so quickly and fast right now that I
7 can guarantee that the numbers that are represented
8 on the charts may not necessarily accurately reflect
9 because every company itself is going through major,
10 major changes. And even the technology companies,
11 as we know the consumer goods products and the green
12 building area which is exponentially growing, you
13 know, you have to source materials from 500 miles in
14 radius. And things like this that I just ask that
15 we be very mindful of looking at what's going on
16 globally and whether or not just our assumption that
17 demand will continue to grow as it always has is
18 really going to be the case, especially looking at
19 the demographics of the millennial generation that's
20 coming up so that we really look at the demographics
21 of who's coming and what they're going to want. And

22 I really appreciate the comment about, if we're
23 going to build the port and that seems the way,
24 let's make it one of those, you know, spectacular
25 things that just draws people from all over the

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1 world, that they've never seen anything like it
2 anywhere else. And it really brings together the
3 community like in this meeting which is really a
4 wonderful thing to see happening. So thank you.

5 (APPLAUSE)

6 GAROLD SMITH: Justin Smith will be
7 followed by Julian Bell.

8 BY JUSTIN SMITH:

9 Good evening. My name is Justin Smith. I
10 live in Whiteville and have been a lifelong resident
11 of Columbus County. I strongly support conducting
12 an Army Corps of Engineers feasibility study
13 regarding construction of a container terminal in
14 our state that they're accommodating.

15 Having worked in economic development in
16 southeastern North Carolina, I know the benefits
17 such a port could bring our region and our state.
18 From assembly and manufacturer facilities to

19 distribution centers to the positive ripple effect
20 that these industries would have on local small
21 business. But I'm also aware of the concerns that
22 have been raised. Valid questions have been asked
23 about the environmental, transportation and physical
24 ramifications of the new port. That's exactly why a
25 feasibility study should be conducted.

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1 The study may not be in the state's best
2 interest to open a port, but the people of North
3 Carolina deserve a study. In Columbus County, we
4 are still reeling from the loss of tobacco and
5 textiles, and a deep-water port could change the
6 economic trajectory of our community. Our
7 unemployment rate is 12.4 percent. And it is
8 consistently several points higher than the state
9 rate.

10 The 2,904 unemployed people in Columbus County
11 deserve a study. And so do the 436,615 people
12 across North Carolina who are out of work this
13 holiday season. Thank you for your time and your
14 consideration.

15 (APPLAUSE)

16 GAROLD SMITH: Before Mr. Bell speaks, I

17 just want to let you know that we have two more
18 speakers, Mr. Bell and Dr. John Hayes who are signed
19 up. If anyone else would like to sign up to make a
20 comment, I'll leave the sheet up here, and like I
21 said, when the comments are concluded, we will open
22 up the floor for any additional comments.

23 BY JULIAN BELL:

24 My name is Julian Bell and I work with Local
25 1838 in Southport for approximately the last 20

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1 years. I grew up on a farm in Brunswick County.
2 And as many of you grew up in this area, you knew
3 crop tobacco or cut wood were the best ways you
4 could to make a living. The road to Southport was
5 lonely and very few people down there. A lot of
6 people made their living fishing. Now we have all
7 the development moving in. Fishing industry is gone
8 because of pollution and other stream river runoff.
9 We've had some plants come in like Du Pont and they
10 sold out and numbers have gone down. Continental
11 Tire just bypassed us and went to Charleston because
12 they have a whole lot better connection with the
13 ports down there and more economic incentives.

14 Most of the people, some of you in here, Save
15 the Cape, most of the people that's in those
16 organizations are people that came down here and
17 bought a beach front or St. James property that make
18 their living elsewhere and come down to our little
19 slice of God that we've been trying to live off of
20 for years.

21 If we don't make some jobs now, as our
22 governor says, Brunswick County is a service
23 industry, we could work at Walmart, we could work at
24 McDonalds, we could work at nursing homes. There's
25 not going to be any good-paying jobs if they don't

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1 get on the ball and get something here. Because of
2 there's no shipping advantage, there's no companies
3 going to be coming.

4 And they keep saying there's plenty of room
5 upstream here. I work on a dredge boat, deepening
6 the river when I first got out of high school. And
7 we had to drill and blast that river just to get
8 five feet in depth to get in 38-foot with an
9 overdraft of 42 foot which is maintained that now.
10 And the millions of dollars they spent doing that
11 back in the '60s would be trillions now. One

12 company, American Dredging Company, went bankrupt
13 trying to dredge that section just north of Sunny
14 Point.

15 The feasibility of building more ports
16 upstream is going to be very costly than building
17 downstream. And if they don't do something, one of
18 the big barriers we have here is going to be gone.
19 And if they don't think that will be an economic
20 development, let them get all the figures, the port
21 labor and transportation and fees put in the
22 community. Thank you.

23 (APPLAUSE)

24 GAROLD SMITH: Dr. John Hayes.

25 BY DR. JOHN HAYES:

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1 Thank you. I guess I'm batting cleanup.
2 You've heard a lot of comments tonight what the
3 Maritime Strategy is really about. It's not just
4 maritime, it's job creation. The study, what I'd
5 like to see is the study really incorporate the lack
6 of leadership that the state is really going to need
7 to pull together this job creation and economic
8 development programs. The goal of the strategy --

9 and I wanted to just highlight from my personal
10 experience. Fortunately about 20 years ago I had
11 the opportunity to run for the President of the
12 United States a program, Export Now. It was to pull
13 together all the federal agencies, public, private
14 partnerships. When the private sector stepped up to
15 the plate and recognized there was no such thing as
16 a win/lose situation, it was a win/win, we had trade
17 associations, the unions involved, the banks, the
18 schools, the education system across the country,
19 and pull together a program that in a short period
20 of time generated over 500,000 new corporations
21 started to export. You can have all the ports you
22 want, if you don't have the products to be shipped
23 to the port, you have nothing. And the fastest way
24 to grow is through exports and creating jobs. So
25 with that program, in nine months we reduced the

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1 trade deficit by 27 percent and had 500,000 new
2 companies exporting and hundreds of thousands of new
3 jobs were created. Sustainability.

4 I've been working for the last year and a half
5 with the state of North Carolina and the General
6 Assembly to try to implement this program. And I

7 was asked to come here tonight to see if we have a
8 way to tie in this economic development and export
9 growth. Tie it into the strategy so that we have
10 truly a plan that is single focused and single
11 minded and everyone can get behind. I cannot tell
12 you the success of the program that I ran 20 years
13 ago, but it was phenomenal. In fact, tonight I met
14 somebody that I worked with 20 years ago who
15 testified as to what was created, the energy that
16 went into that, to develop a program. I look
17 forward to hopefully carrying this forward so we can
18 have a leadership and lead North Carolina to grow in
19 its status nationwide as a leader in exports.

20 (APPLAUSE)

21 GAROLD SMITH: Our last speaker signed up
22 tonight is Mr. Len Shepard. Again, if you would
23 like to speak, feel free to sign up on the list.

24 BY LEN SHEPARD:

25 Good afternoon. I'm here on behalf of ILA

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1 1426 and I attended a lot of these meetings talking
2 about the new port. My mind goes back just a few
3 years ago where the same playbook, the fight about

4 the ports then is the same playbook that's being
5 used now. Hasn't changed, just the names. That's
6 when the power company decided to move and put in a
7 nuclear power plant in that region, in that area to
8 generate enough electricity to get those missiles up
9 in the air. We also looked at the point that Sunny
10 Point was under consideration, under development for
11 troop deployment and also to handle munitions.
12 Right across the river we have a munitions station
13 that would put up possibly either of those
14 facilities and detected and they had 500 bases
15 within a nine-mile region to come in to defend and
16 support that.

17 So now we still have the No Port people,
18 mostly people living in gated communities, guarding
19 their particular interest. And when Sunny Point and
20 those places begin to open up with a nuclear power
21 plant, a lot of farmers left their farms, came to
22 the waterfront. They became forklift operators,
23 crane operators. And guess what, they also built
24 homes and educated their children.

25 So now here we are now with the same

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1 situation, trying to tell you no, not in my

2 backyard. And I just wanted to remind you. I've
3 got a little more that I can say relative to that,
4 but you must keep in mind that it's the same
5 playbook, just different players. All we've got to
6 do now is put our minds to it and see if we can do
7 it. Because we can lock up commerce from Sunny --
8 from the state port Southport all the way to
9 Chicago. Talking about hundreds of thousands of
10 jobs into consideration.

11 And therefore, those people living in those
12 gated communities, they want to live a plush life.
13 They want to keep you outside. In order to do that,
14 they build walls around them. But here we are
15 looking at the number of people that can be -- we
16 can send to school and be educated to be
17 entrepreneurs coming out of that. This is the crux
18 of this. Not the fact, not in my backyard. Thank
19 you.

20 (APPLAUSE)

21 GAROLD SMITH: Rhonda Williams.

22 BY RHONDA WILLIAMS:

23 Hi. I'm a local citizen. I moved away and I
24 went to college and I've been back. I started a
25 couple different businesses. And listening to all

1 the comments, I'm just amazed at the wealth of
2 information that is sitting in this room and
3 capability of people and partners working together
4 to create something that can be a testimony not only
5 to this state, but testimony to this nation. And I
6 think we need to open our capability in regards to
7 addressing the issue exactly what the potential is
8 here in our state.

9 My initial concern primarily is in support of
10 the planning and the feasibility study and academic
11 research partnership in looking at the maritime
12 industry altogether. My primary focus would be
13 sustainability for our state and for the Carolinas.
14 And, you know, we need to make sure the Carolinas is
15 sustainable. Not only whether we took -- and we
16 need -- the other key area of focus I'm just trying
17 -- I wrote some notes and I'm trying to wrap them
18 all up.

19 We need to make sure all of our resources is
20 raised up here in our Carolinas that we can hold
21 down our own. That is very wise and it is ignorant
22 not to address that issue with the government at a
23 federal and a local area.

24 The second key point is we need to set a new
25 standard for an enterprising impact on an arising

1 generation. We have a generation that has okay --
2 through mentorships and through education and
3 partnership with the colleges, we can address a lot
4 of issues surrounding environments surrounding the
5 industry of exporting, getting resources for
6 business and green products that was mentioned.
7 That is a global-emerging industry that we need to
8 focus on. Technology, agriculture, medical
9 equipment and a potential exporting all of that. We
10 can no longer sit and not have this local government
11 and this local region and our state and federal
12 government not look at holding down our own
13 responsibility to this generation and to the
14 generation of our children. But we need to look at
15 creating an impact that will be a testimony to the
16 nation where we include film industry, agriculture,
17 green product and jobs. So thank you very much.

18 (APPLAUSE)

19 GAROLD SMITH: The last person signed up
20 to speak is Chuck Kiebler.

21 BY CHUCK KIEBLER:

22 Good evening, everybody. I happened to be
23 down in Southport last night and I saw the

24 presentation. And this room is a little bit
25 different than what we saw last night.

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1 I think a lot of us here are in this industry
2 and have been for many years, followed by
3 grandfathers and people of all generations. If you
4 talk with the customers of North Carolina, the
5 people who service this area, I don't think there's
6 anybody that's against any type of port improvement
7 or a new port in the Carolinas. The question for
8 them is just another choice if it helps make the
9 industry run smoother. The way you have to look at
10 the state and the study will show is a few things.
11 How does this impact one of our largest industries,
12 which is tourism, because you look at the impact to
13 tourism no matter where the terminal is going to be
14 improved.

15 Secondly, our infrastructure doesn't allow
16 drastic improvements to satisfy the needs of large
17 container ships.

18 Thirdly, it's a business. And we have to look
19 at this and see what is our payoff. You know we
20 have a big deficit right now in our state. And it's

21 not going against tourism, but we are constantly
22 going into deficits. Our counties have deficits,
23 our state has deficits, our federal government has
24 deficits. I guess it depends upon getting shown
25 where the money is coming from, but it's coming from

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1 someone. No matter how it comes, we have to figure
2 out how to make this port run. Run properly by
3 itself. Not without a tremendous amount of funding
4 or taxpayer burden. And if we can do that, we can
5 feel a lot more proud about going forward and making
6 this thing work. We can't rely on state government.
7 We can't rely on the federal government. We can't
8 rely on U.S. money to make this thing work. It has
9 to be made by companies in North Carolina and the
10 people within the industry that are here. And
11 that's all the comments I need to make.

12 (APPLAUSE)

13 BY GAROLD SMITH:

14 Is there anyone else that would like to make a
15 public comment tonight?

16 With that I'd like to conclude the formal
17 public comment period. If you did not have a chance
18 to submit an oral comment, again, there are comment

19 sheets back at the other room with a white comment
20 box. Please feel free to fill one of those comment
21 sheets out and place it in the box. Those comments
22 have the same weight as a spoken comment and they
23 will all be part of the public comment record that
24 will be weighed as part of the study.

25 We will have the consultant team for just a

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1 little bit longer. We don't have the room much
2 longer, so feel free to ask any additional
3 questions. Again, this is the website, we have all
4 kinds of information not only on these series
5 meetings, but on past series of meetings as well as
6 technical data. So thank you for being here. Have
7 a good night.

8 (WHEREUPON THE MEETING WAS CONCLUDED AT
9 7:04 P.M.)

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C E R T I F I C A T E

STATE OF NORTH CAROLINA)
COUNTY OF ONSLOW)

8 I, Ashley E. Faller, a stenotype court
9 reporter and notary public in and for Onslow County,
10 North Carolina, do hereby certify that the foregoing
11 48 pages are an accurate transcript of the meeting
12 of the North Carolina Maritime Strategy taken by me
13 in machine shorthand and transcribed by me

14 personally.

15

16 This the 1st day of January, 2012.

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Ashley E. Faller
Notary Public# 200910400041

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